

Strategic Regional Arterial

**Michigan Avenue
from Roosevelt Road
to Lake Shore Drive**



**Operation
GreenLight**

**Illinois Department of Transportation
March, 1993**

FOREWORD

Michigan Avenue is a Strategic Regional Arterial from Roosevelt Road to Lake Shore Drive. This Strategic Regional Arterial (SRA) report for Michigan Avenue has been prepared for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study by Harland Bartholomew & Associates, Inc.

As an SRA route, Michigan Avenue is intended to function as part of a regional arterial system, carrying high volumes of longdistance traffic in conjunction with other SRA routes and the regional expressway and transit systems. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

Included in this report are a description of the SRA study objectives and process, a detailed exposition and analysis of the existing route conditions, recommendations for ultimate and low-cost improvements, and documentation of the public involvement process including citizen comments.

SUMMARY OF RECOMMENDATIONS

The SRA Route Michigan Avenue is divided into seven route segments; the seventh being lower Michigan Avenue. (See *Figure i.i.*) Recommendations are made for each route segment, and a summary of the major recommendations is presented below.

SRA SEGMENT 1: ROOSEVELT ROAD TO CONGRESS PARKWAY

- Three through lanes in each direction with a 14-foot wide flush median within the existing 130-foot right-of-way
- Removal of all existing on-street parking
- A synchronized signal system for the entire segment

SRA SEGMENT 2: CONGRESS PARKWAY TO RANDOLPH STREET

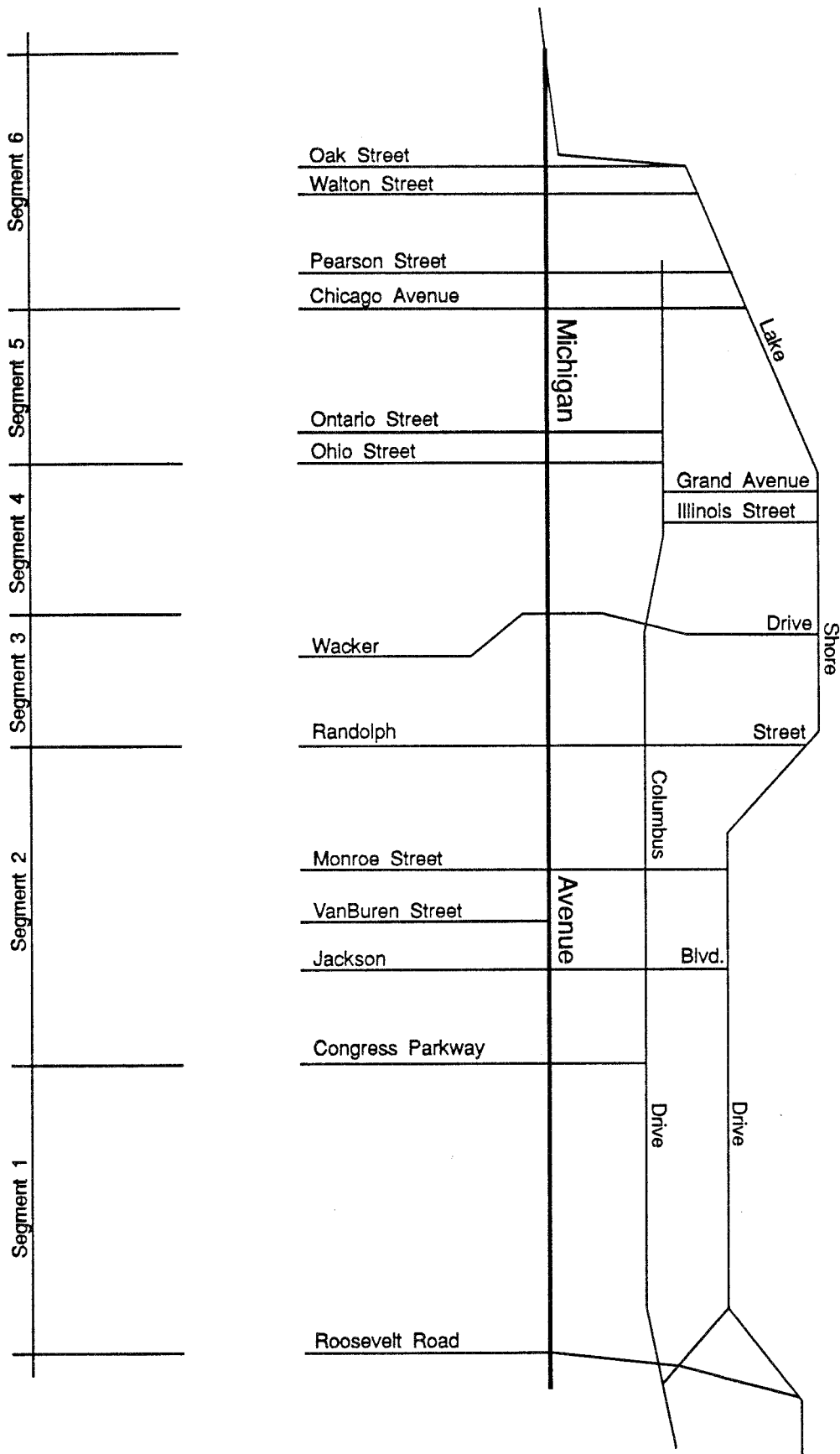
- From Congress Parkway to Monroe Street, three through lanes in each direction with a 14-foot wide painted median within the existing 130-foot right-of-way
- From Monroe Street to Randolph Street, three through lanes with a 26-foot wide median for the Grant Park North garage entrance and exit
- Removal of all existing on-street parking between Congress Parkway and VanBuren Street
- A synchronized signal system for the entire segment

SRA SEGMENT 3: RANDOLPH STREET TO WACKER DRIVE

- Three through lanes in each direction with a 14-foot wide painted median within the existing 127.5-foot right-of-way
- A synchronized signal system for the entire segment

SRA SEGMENT 4: WACKER DRIVE TO OHIO STREET

- Three through lanes in each direction with a 14-foot wide painted median within the existing 141-foot right-of-way
- Removal of all existing on-street parking
- A synchronized signal system for the entire segment



Michigan Avenue

prepared by Harland Bartholomew & Associates, Inc.

Segment Location Map

Figure i.i

SUMMARY OF RECOMMENDATIONS (cont.)

SRA SEGMENT 5: OHIO STREET TO CHICAGO AVENUE

- Three through lanes in each direction with a 14-foot wide painted median within the existing 141-foot right-of-way
- A synchronized signal system for the entire segment

SRA SEGMENT 6: CHICAGO AVENUE TO LAKE SHORE DRIVE

- From Chicago Avenue to Pearson Street, three through lanes in each direction with no median within the existing 60-foot right-of-way; Pearson Street to Lake Shore Drive, three through lanes with a 14-foot raised median; except from Walton Street to Oak Street, an additional through lane is added northbound to allow for two through lanes for both the local and express lanes of Lake Shore Drive
- A synchronized signal system for the entire segment

SRA SEGMENT 7: LOWER MICHIGAN AVENUE

- Maintenance of the existing roadway configuration – two through lanes in each direction with a 3-foot raised median
- A synchronized signal system for the entire segment